

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5690

光緒二十四年正月八日

WEDNESDAY, FEBRUARY 19, 1908.

80 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID UP Yen 24,000,000

RESERVE FUNDS 15,550,000

Branches and Agents.

TOKIO. CHEFOO.
KOBÉ. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LILOYANG.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposits—

For 12 months 4% p.a.

" 6 " 4%

" 3 " 4%

TAKEO TAKAMICHI,

Manager.

Hongkong, 31st October, 1907. [23]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000

ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,250,000

—ABOUT MEX \$7,222,222

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 23rd January, 1908. [25]

NERLANDSCHE HANDEL-
MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (FL 37,500,000).

RESERVE FUND FL 5,378,375

(about FL 448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Paseroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota
Radja (Acheo), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and cor-
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 " 4% "

Do. 3 " 3% "

J. L. VAN HOUTEN,
Agent.

Hongkong, 1st November, 1907. [26]

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:—

Sterling \$1,500,000 at 5% = \$15,000,000

Silver \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Kawick, Chairman.

E. Goetz, Esq., Deputy Chairman.

G. Friedland, Esq.

A. Fuchs, Esq.

C. R. Lenemann, Esq.

G. H. Medhurst, Esq.

K. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON, BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 15th February, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

RESERVE LIABILITY OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2% PER CENT.
PER ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS, 4% PER
CENT. PER ANNUM.

" " " 6 " 5% "

" " " 3 " 2% "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsinanfu Tsinlung

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder Berlin

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschner & Co.

Mendelssohn & Co.

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co., Koeln

Bayerische Hypotheken und Wechselbank
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS'S BANK.

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN.

Hotels.

Hongkong, 4th December, 1907. [30]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907.

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

NOT TERMS APPLY TO

Banks.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

SHIPS.

SHIPPING STEAMERS

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "PO

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST," Capt. Rud Meyer.....	WEDNESDAY, Noon, 26th Feb., 1908.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ SIGISMUND," Capt. v. Binsen	TUESDAY, 5 P.M., 3rd Mar., 1908.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. v. Binsen	About TUESDAY, 3rd Mar., 1908.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Sembill	Middle of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th February, 1908

THE YOKOHAMA DOCK CO., LTD.

Intimations.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 881.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY,
LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETT & CO.,

General Agents.

Hongkong, 22nd October, 1907.

[45]

THE PHILIPPINES CARNIVAL.

February 27th to March 3rd.

SPECIAL STEAMERS. SPECIAL RATES.

A SPLENDID OPPORTUNITY TO TAKE AN

EXCURSION TO MANILA

AND SPEND.

A WEEK OF GAIETY.

A WEEK OF FUN.

A WEEK OF SPORTS.

GORGEOUS PROCESSIONS.

MAGNIFICENT PAGEANTRY.

MASKED BALLS.

Return Trip from Hongkong to Manila

\$50.00.

A n inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, Messrs. Shaw, Tones & Co. have decided to despatch their steamer ZAFIRO for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The ZAFIRO will reach Manila on Tuesday morning, and in order that the full round of festivities may be enjoyed they shall not despatch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 3rd March. She will reach Hongkong again at daylight on Thursday, the 6th March.

The Passengers, should they so desire, may make arrangements to remain on board during steamer's stay in Manila.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 75,

YORK BUILDINGS, 1st floor,

Hongkong, 13th February, 1908.

[16]

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 17th February, 1908.

AMERICAN THEATRE DISASTER.

WOMEN AND CHILDREN CRUSHED

IN THE WILD STAMPEDE.

Philadelphia, January 15.

The tendency towards over emphasis is a conspicuous American trait, but you can take it from me that it would be impossible to exaggerate the horror of the disaster over which the whole country is mourning to-day.

Last night the Chicago Iroquois calamity was duplicated at Rhodes' Opera House, Boyertown, Pennsylvania, 30 miles north of this Quaker city, and 130 persons, mostly women and children, were trampled to death, while 75 persons sustained injuries in the mad rush of the panic-stricken audience.

Boyertown has a population of 3,500 people, mostly German. It was the village which sheltered Washington's invalid soldiers when his army spent the winter at Valley Forge. Like many American townships, even timber in dimensions, it boasts "an opera house." Rhodes' Opera House, which was a three-story wooden structure, with the customary brick front, occupied the first and second floors, the lower portion being let as business offices.

CRIMINAL OVERSIGHT.

At the rear of the balcony was a cinematograph apparatus, placed by criminal oversight in front of the principal balcony exit. There were fire escapes attached to the outer walls of the building.

Last night there was an amateur performance, entitled "The Scottish Reformation," given by a young society folk of the neighbourhood in aid of St. John's Lutheran Church, the same religious denomination 900 of whose Sunday school children lost their lives in the "Slocum" holocaust on 15 June, 1904.

The spectacle consisted of five tableaux, with incidental semi-religious songs and dances, illustrating the costumes of the days of Mary Queen of Scots, Mrs. Miles, of Washington had coached the company for three weeks.

The audience, which was packed to the doors, was estimated at 400, and was composed chiefly of the mothers and little sisters of members of the cast. The performance proceeded famously until ten o'clock, when the interval arrived, and found the house excitedly cheering and calling for the actors and actresses. Five minutes later a ghastly event had happened, the full extent of which will remain a tragic secret till the authorities take a census of the town.

CINEMATOGRAPH TANK EXPLODES.

The lights were lowered, the moving pictures had just been flashed upon the screen, and the artists in the wings were dressing for the fourth act, when suddenly there burst forth a flash of flame from the balcony, like in snapshot magnesium photography. The gasoline tank had exploded, and in three seconds the whole gallery was afame.

The staircase was the first to catch fire. At once it was a case of Bedlam let loose throughout the auditorium, which became a fiery furnace before persons in the orchestra seats had time to do much more than leap to their feet and scream. All seemed to lose their heads, and scores fought their way to the already congested double-door exit, in spite of the actors, who jumped over the footlights and endeavoured to induce the women to make for the stage-door, through which, happily, most of the artists escaped.

OIL LAMPS OVERTURNED.

However, the anxiety of a few of the frantic performers to save the audience caused them to overturn some oil lamps, so the disaster was intensified. Some clambered up to the windows, tearing, striking madly, shrieking, and finally hurling themselves, and the children in their arms, or being pushed, thirty feet into the darkness below.

Nobody seemed to use the fire escapes, indeed anyone who gained them was sure to be knocked off by somebody behind. The crowds in the streets held blankets, but the confusion made them of small avail.

EDITOR'S BRAVE WORK.

The Hon. Charles Spatz, owner and editor of the "Berkshire County Democrat," who only last week called the opera house a death trap, worked like a hero. He rescued seven women and five children, and was on a ladder in the act of forcing open one of the windows when the rung snapped. He fell and broke three of his ribs, and is not likely to recover.

After ten minutes half the floor gave way. Dead bodies were piled up in the exit, in many cases children's heads being crushed and charred beyond recognition. When the fire brigade arrived there was little to be done but extricate the lifeless. Practically all who escaped did so through the windows or stage door.

OPERA-HOUSE WIRES OUT.

The reporters who have been to Boyertown and returned here say that every vestige of the opera-house has been wiped out. There is hardly one family in the prosperous little community which has not been bereaved.

The anger of the residents against the authorities for permitting performances in a building with entirely inadequate exits is intense, coming so soon after the sky-scraper disaster in New York, and the discovery that the supposedly finest fire 'lodge' in the world has hundreds of feet of rotten hose.

Last night's calamity will lead to a searching investigation as to public halls and the means of preserving audiences whatever emergency arises.

CAUGHT IN A DEATH-TRAP.

Eye-witnesses give somewhat conflicting stories. One says that the moment the tank burst the people rose from their seats en masse. "Never have I seen such a look of horror stamped upon human faces. Everybody seemed to realize that he and she had been caught in a trap of death. The flames or suffocation was the only question."

"For some moments I tried to quiet the people. Then I seized two children, but how I got them! I could not get them away."

"All night the frightened crowd was in the hall. One could hear the wailing cries of the mothers imploring their police to let them go."

"I am told that the police were ordered to hold the people in the hall until the fire was put out."

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNERS.

CONSIGNEES of Cargo from Cotte ex S.S. *Omera*, from Vathy ex S.S. *Sophie*, and from Bordeaux ex S.S. *Ville de Bordeaux* and *Carthagé*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tea, sugar and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 24th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th February, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th February, at 3 P.M. No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 17th February, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 17th February, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO. LTD.,

General Managers.

Hongkong, 18th February, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEE.

S.S. "BENLAWERS,"

FROM MIDDLEBRO'S, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th

Intimation.

Powell's WHITE GOODS LINENS.

SHEETS:

Plain, per pair,	
2 x 3 yds., \$12.00 to \$25.00	
2 1/2 x 3 1/2 yds., \$14.50 to \$30.00	
Hemstitched,—	
2 x 3 yds., \$18.50 to \$35.00	
2 1/2 x 3 1/2 yds., \$21.50 to \$45.00	

PILLOW CASES:

Plain,—	
\$12.50 to \$37.50 per doz.	
Frilled,—	
\$2.75 to \$16.75 per pair	
Hemstitched,—	
\$2.75 to \$21.50 per pair	

TOWELS:

Huckaback, Hemmed,	
\$5.75 to \$11.50 doz.	
Hemstitched,—	
\$6.00 to \$21.50 doz.	
Fringed,—	
\$6.75 to \$18.50 doz.	
Diaper and Damask Towels,—	
\$10.50 to \$27.50 doz.	

TABLE LINEN:

2 x 2 Vds. from \$6.75 each	
2 x 2 1/2 " 8.50 "	
2 x 3 " 10.50 "	
2 x 3 1/2 " 10.75 "	
2 1/2 x 3 " 12.50 "	
2 1/2 x 3 1/2 " 15.00 "	
2 1/2 x 4 " 15.00 "	
2 1/2 x 4 1/2 " 10.50 "	
2 1/2 x 5 " 10.50 "	

Serviettes to match:

**ALL LINEN
TABLING**
2 and 2 1/2 Yards by any Length
From \$1.25 per yard.

**POWELL'S
ALEXANDRA
BUILDINGS,
DES VŒUX ROAD,
and
28, QUEEN'S ROAD,
HONGKONG.**

Public Companies

HONGKONG AND WHAMPO LOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary,
Hongkong, 29th January, 1908. [176]

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 P.M. in the City Hall, for the following purposes, viz.—

- To receive the Report and Accounts of the Committee for the year ended 31st December, 1907.
 - To elect a New Committee.
 - To consider the following Resolution—“That in consequence of the importance of the trade existing between this port and Bombay it is resolved under Rule XXIII, to increase the number of the Committee from 9 to 10 so as to include a Merchant interested in the Bombay trade.”
 - To transact any general business.
- By Order,
E. A. M. WILLIAMS,
Secretary,
Hongkong, 14th February, 1908. [222]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the NINETEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th February, 1908, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER OF SHARES of the Company will be CLOSED from the 15th to the 25th February, to TUESDAY, the 25th February, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
Agents for the Kowloon Land & Building Co., Ltd.
Hongkong, 17th February, 1908. [225]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in this Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 25th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary,
Hongkong, 4th February, 1908. [150]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Underwriters at 12.30 P.M. on TUESDAY, the 10th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th inst. to the 10th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers,
Hongkong Fire Insurance Company, Limited.
Hongkong, 17th February, 1908. [233]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 31st December, 1907, at the rate of TWO POUNDS STERLING per Old Share, and ONE POUND and TEN SHILLINGS STERLING per New Share, is payable on and after MONDAY, the 17th day of February, current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,
J. R. M. MITT,
Chief Manager.
Hongkong, 15th February, 1908. [220]

Notice of First.

INTERNATIONAL SLEEPING CAB.

and

EXPRESS TRAINS Co.

(THE)

GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO., Agents.

IS AN AMERICAN-JAPANESE WAR POSSIBLE?**A JAPANESE POINT OF VIEW.**

Certain circumstances in the latter-day relations of the United States and Japan must have been inexplicable even to some of the keenest of students. A Roman voice was raised in America against a modern Carthagin across the ocean; its resonance increased by the mighty efforts of gentlemen with gold pens. Hypothetical plans of strategy; the quantity of ammunition shipped to the Philippine Islands, the high spirit in the American navy, and other impressive “facts” were undoubtedly expounded. Jonathan generously disseminated the details of his fleet's itinerary. The warlike tone of the American Press infected well-nigh the whole country. An imagined possibility became a prediction. The rotary machine showed hostilities against the Japanese already “raging” in America. In Japan, on the other hand, the journals were engaged to their uttermost in discussing how to welcome the American fleet when it arrives at their shores. A number of the metropolitan papers urge the people to profusely entertain the Americans; and friendly inclined cordiality to Uncle Sam's armada prevails from Hokkaido to Formosa.

It is surprising that the American Press should so thunder against Japan. The American Press fails to observe the Japanese appreciation of the noble and good offices the American President rendered at the termination of the late war. Japan owes much to the United States for her recent strides. America awoke Japan in 1853, knocking at the then isolated door for the most praiseworthy, unselfish motives known in history. Men educated in the States are leading the Japanese nation today; and, our gratitude being so enormous, we are scarcely likely to entertain an aggressive attitude towards Jonathan on a trivial ground. (A local lawlessness is not uncommon in any country.) Mr. Roosevelt enjoys more popularity in Japan than when he was elected to the Governorship of New York on his triumphant return from Cuba. There are some dozen of his biographies written in Japanese. Most of his miscellaneous writings have been rendered into our Far Eastern tongue. Such distinguished men as Count Okuma and Baron Goto write prefaces for the volumes of the strenuous man whom the hero-worshippers of the Island Empire adore. To-day the Japanese Press is describing him as an upright, conscientious, brave, and loyal personage. With the internal politics of the great Unipax the Japanese are unconcerned. Then why are the Japanese to be impugned? There is nothing to endanger the friendship between the two countries.

The question of Japanese immigration to the American continent, including Canada, was only worked up by the amateur diplomats. Of course, an independent State possesses the right to disallow the entrance of any undesirable alien or aliens. Also, for any hygienic or intellectual reason; a sovereign State is entitled to reject or eject an unfit person or one who might injure the welfare of its inhabitants. A nation, like a household, must be self-preserved first and hospitable afterwards. One grants that. But it is regrettable to see the inability of the Californians and the British Columbians to assimilate the Easterners who go there as the nearest point in search of Western civilization. They are not all labourers, much less human refuse. The majority go to the Pacific slope with a sincere desire to improve themselves. In the past a number of Japanese were benefited in their sojourn at the eastern side of the Pacific, but in the present environment they are spoiled there.

There is reason to believe that the real ostracism began when the Japanese became able to conduct small businesses of their own according to the law of the land. A certain class of Americans dislike the resident alien if he establishes the right to redress in the Courts of Justice in connection with his business or otherwise. As long as the Japanese were supposed as outlaws there was no conflict. The Chinese, on the contrary, are exceedingly tactful in accepting the conditions enforced upon them in the land of “graft.” International usage grants equal treatment and the same protection to the alien residents as to the naturally born citizens. Unfortunately an ostentatious diplomatic communication took place of late concerning a distinction made against the Japanese in the public schools of San Francisco. To a sane mind the demand made by the Japanese Ambassador at Washington sounded extraordinary. The Giesham-Kurio Treaty of 1891 is of a commercial nature, but it is not a reciprocal agreement of benevolence as to education. A courtesy is undemandable. The municipal authority of San Francisco did not abandon the grant of free education to the Japanese applicants. The Californians generously gave the Japanese free tuition, and never discontinued it. The institutions maintained by their money are intended to buildup young America in the right spirit, and to educate their posterity with a patriotism and a loyalty worthy of the people of the “Stars and Stripes.” All the courtesies extended to the Japanese indicated that the Californians were magnanimous. They have a national conscience now as ever. Instead of gratifying it, the Japanese Consul reported a sentimental, and if technical only so in the weakest sense, objection to the class-room distinction. No gentlemen, while a guest, will take exception to an alteration of the room arrangement by his host. If dissatisfied he can politely depart. The objection to which I refer was nothing but a typical recurrence of the tendency to petty jealousy between the Dalmatians during the feudal age.

Viscount Aoki may fittingly omitted to consider the most delicate position of the Federal Government. In connection with a sovereign State in the Union, Washington waited upon Governor Hancock at the Commonwealth House of Massachusetts. The latter is awaiting him, and the former is awaiting the sovereign State, and will pay my respects to the

Government to merely perplex the accredited Government is not modern diplomacy. That historical Constitution is endorsed in the American States just as the thirteen of them have singed for it. The constitution is the supreme role of a nation. No material injury has been done to the Japanese residents in the education incident. Violation of persons and property—as, for instance, the murder and robbery at the Golden Gate Bank, a Japanese establishment—went unnoticed; Viscount Aoki made representations to the Secretary of State on a merely sentimental or technical point. The impression thus created upon the Washington Government at the initiative of the Ambassador did not result in a furtherance of good will. The pretext was frail; though even the pro-Americans in Japan have mistakenly supported it, declaring the action of the School-board (San Francisco) “inhuman.”

The two countries have no cause for “keeping their powder dry,” other than the necessary preparedness of every nation. War is a crime; it would be more than a crime if the United States and Japan were to come face to face.

With regard to the Canadian difficulty, our feeling is that it is a gross absurdity for the Canadian Commissioner to suggest a restriction of emigrants on the part of the Japanese Government. No independent State can be bothered to enact a law affecting the liberty of its subjects at the instance of another State. In Japan every subject is guaranteed absolute freedom of residence by the Constitution; that is, the right of moving according to his individual choice. A Japanese can leave the country at his will with or without a passport, and the Government has no power to prevent his departure. The United States and Canada opened their gateway to the Japanese for several decades. It is now proposed to exclude them, and, if possible, to eject those already settled or even naturalized there. Well, the Pacific States and provinces can deport every Japanese on his arrival, without hurting Japan's dignity as a nation. Is what manner Japan is to reply to this new phase of her immigrant problem remains to be seen. Doubtless some agitation is inevitable. But there will be no war over such a matter; neither will there be a Japanese boycott of American produce. Threats may be heard, but nothing serious will follow; and the whole excitement will disappear before two years have elapsed.

If the United States has it in view to crush Japan, my country is adequately prepared to answer any exigency. The Island Empire is not in the least afraid of a scorpion. Japan is still endowed with a few Samurai, who, however, will not draw the sword unless forced. But surely America—the last nation to provoke the people in whose recent awakening she was instrumental. There are economic considerations to be weighed. Neither America nor Japan could afford to insist upon a fatal experience, when all conceivable difficulties are solvable at a round table. As soon as the Japanese welcome the Armada to their shores and the American officers and men are entertained, the absurdities that have made for uneasiness will be dispelled. The reinforcement of the American navy is no menace to Japan, who is also entitled to keep up the pace for an equally noble object—that of maintaining her ever undisturbed concord with the United States.

SATORI KATO, in *Pall Mall Gazette*.

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Hongkong, 15th February, 1908.

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Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 19, 1908.

HONGKONG TECHNICAL
INSTITUTE.

Although the prospects of the Hongkong Technical Institute for the second session, which commences on Monday next, is marked "Provisional," we may take it that the character of the classes will remain essentially as they are stated in the syllabus. The object of the classes, which are held in the evening, is to afford facilities for the study of engineering and for giving a commercial and scientific training. That idea is a most laudable one in a Colony which is so keenly interested in its engineering enterprises, and has so much to gain from an educated youth who have been instructed in at least the rudimentary subjects of commercial knowledge. We may as well quote the subjects of instruction in full, as they appear in the prospectus. The classes will be conducted under three sections. The subjects taught this session will be as follows:—Engineering section—practical mathematics, building construction, applied mechanics, machine drawing, steam, navigation and electricity. Commercial section—Shorthand, and typewriting, book-keeping, French, German, English (composition), book writing, and business correspondence. Science section—chemistry, physics, English, etc. These classes should be attended by those whose calling requires

engineering or an intimate acquaintance with the subjects which will advance their commercial value. The science section may not appeal to a very large proportion of the young, but those who join are certain to find that their fellow students in the somewhat dry subjects of shorthand and book-keeping are left far behind as far as interest and novelty are concerned. No class, we are told, will be formed unless at least five students join, and it should be a poor class indeed, considering the importance of the subjects which are to be instilled, that has only a paltry five students. There are two sessions, a winter and a spring one, the Chinese New Year being the dividing point. As to the conditions of admission it is stated that the classes are open to all over 14 years of age, irrespective of nationality, but there is also a provision that applicants under 17 years of age must produce satisfactory references. Now, why should they be called upon to produce "satisfactory references"? Does it not show a precocity and desire for education, in a youth under 17 who applies for admission, far in advance of those who attend, or wish to attend, because they have reached years of discretion and therefore realize the advantages of secondary education? And what does "satisfactory" mean? Is it a stick to whip the dog which has not a pedigree? No doubt those who drew up the prospectus have discovered that undesirable characters may enter the classes, but there are not many of that sort under the age of 17 years, and a boy who presents his \$4 admission fee may usually be taken as having a real thirst for information. However, we may presume that the director and his advisory committee have sound and valid reasons for this restriction, although we should like to know who are, to say whether an applicant's references are satisfactory or not. The majority of references are not worth the paper on which they are written and if it is the advisory committee which is to discriminate between boy and boy, then all we can say is heaven help them when they exclude a young scholar.

So long as he pays his fee, every youth between 14 and 17 years in Hongkong should be allowed a seat at any of the classes which he may claim to attend, provided always, of course, that he can read and understand English, and that his general education warrants his inclusion in the class. We suppose that the "satisfactory references" phrase will not be interpreted too harshly, and that promising European and Chinese children, between the ages we have named, will be allowed every opportunity of pursuing those studies for which they hunger. At the same time, the phrase is a curious one, especially when it is considered that the Institute is a Government institution and not a private school where the headmaster may pick and choose. A very wise provision is that which says that pupils at day schools will not be admitted except with the approval of the principal of the school they attend. Few boys who are day scholars are mentally fit to perform their home lessons received at the day school and also absorb the instruction imparted by the evening tutors. In fact, in the majority of cases we should say the thing is practically impossible, and headmasters of schools in Hongkong should be exceedingly chary in granting the required permission, no matter how badly they may hurt the feelings of the aspiring students. One thing at a time is a good principle to follow, and particularly so in the case of a boy, or a girl, for that matter, who is harassed by the intricacies and perplexities of vulgar fractions or algebra, and has to present the result of his efforts next morning. Another excellent regulation reads: "Women are admitted to certain of the classes on application to the director." Certainly we confess to a feeling of fear of the lady who would hurl a dissertation on the principles of mechanics at our head, but we would rather have that than the insipid, ignorant, and egotistical chatter which is all too prevalent in the world over at the present day. Strict punctuality and regular attendance are essential" is another rule, but it should not be pressed too hardly, for there are occasions when no satisfactory excuse can be furnished by a budding genius desirous of reaping the benefits placed at his disposal by a benevolent Government. We notice that in the rule which says "Each student should provide himself with all the machinery which might be considered necessary to his advancement" he had picked up near Blackhead's Point, Kowloon, was brought before Mr. H. J. Compton, charged with theft. Mrs. M. D. Ritchie, of "Hollywood," Kowloon, stated the bracelet belonged to her. She lost it on Friday last between Des Vaux Road and Mody Road. Evidence of arrest followed.

Accused stated that he had picked up the trinket and, in ignorance, attempted to dispose of it.

His Worship stated that a bracelet of that sort could not have been lying on the road for any length of time, and that accused's business was to report the matter to the police.

Accused—I did not know the law.

His Worship (to Mrs. Ritchie)—Would you give me a reward if I am returned the bracelet to you?—Certainly.

Inspector Macdonald—The defendant in this case seems confirmatory of that view. As we have stated the law charges a fine per session for each class payable in advance.

Mr. Justice—What is the theory of the

are not actually imbued with the spirit of learning. We read in the prospectus that "The question of granting diplomas in engineering and in chemistry is under consideration of Government, and regulations on the subject will be published in due course. Certificates issued will be of value in obtaining employment from the Government or from

SALE OF RACE PONIES

FAIR PRICES REALIZED

Messrs. Hughes and Hough, auctioneers, put up for sale, by public room, this afternoon opposite the City Hall, 94 ponies, most of them racers. There was a large attendance of interested bidders and spectators. Appended are results of the sales:

- 3 Fail, grey China pony, 13.2—\$50.
- 4 Diamond, dun China pony, 13.0—\$10.
- 5 Starlight, grey China pony, 13.1—\$55.
- 6 Sunlight, bay China pony, 13.1—\$25.
- 7 Reservation, grey China pony, and in Navy Cup and in Hongkong Stakes—\$10.
- 8 Veracruz, dun China pony—\$5.
- 9 Hilarius, grey China pony, 12.3—\$50.
- 10 So No, grey China pony, 13.0—\$80.
- 11 Butter punch, black China pony, 13.1—Subscription Griffin placed 2nd in races—\$70.
- 12 Merrymite, grey pony, 13.0—Good hack, ridden in troop for 3 seasons—\$80.
- 13 Tunas, grey pony, 13.1—\$75.
- 14 Mulciber, grey pony, 13.1—\$10.
- 15 Maori, Chief, bay China pony, 13.0, 3rd in the Navy Cup—\$65.
- 16 Macchurian, Chief, white China pony, 13.0, 3rd in Gymkhana States and 3rd in Consolation Stakes—\$70.
- 17 Baluchi, Chief, grey China pony, 13.0, 3rd in Lutitano Cup, 3rd in Parsee Cup and 2nd in Flyaway Stakes—\$10.
- 18 Corrie, brown pony, 12.3—\$30.
- 19 Sidler Dhu, dark-brown pony, 13.1—\$260.
- 20 Sidler Roy, dun pony, 13.0—\$245.
- 21 Dumbrikides, blue-dun pony, 13.0—\$200.
- 22 Tilletudem, roan pony, 13.2—\$120.
- 23 Astral, winner, 4 miles race on the Off Day Shanghai spring meeting, 1907, 4 miles and 4 miles races in the last 2 Gymkhana of 1907 series. Winner of the Professional Cup and second in the Ladies' Purse in the recent meeting—\$500.
- 24 Lochleven, dark pony, 13.1—\$15.
- 25 Pride of Cadown—\$5.
- 26 Strathmohr, grey pony, 13.1—\$165.
- 27 Strathaird, bay pony, 13.0—\$160.
- 28 Strathgrant, grey pony, 13.0—\$145.
- 29 Black Prince Rose, black pony, 12.3—\$60.
- 30 Lancaster Rose, (late Rustic) bay pony, 13.2—\$350.
- 31 Mitra, grey pony, 13.0—\$125.
- 32 Striped Rose, white pony, 12.3—\$75.
- 33 Hayden, grey pony, 13.1—\$65.
- 34 Sparkford, dun pony, 13.1—\$55.
- 35 Trent, chestnut pony, 13.1—\$55.
- 36 Preston, winner of Phaethon Stakes 1907—\$50.
- 37 Septima, winner of Visitors' Cup—\$25.
- 38 Grey Griffin—\$40.
- 39 Betsy, waler. Carries a lady, quiet to ride and drive—\$220.
- 40 Saladin—\$40.
- 41 Grey Tick, bay. Winner of Garrison Cup—\$200.
- 42 Pilgrim, spotted—\$180.
- 43 Seringapatam, grey—\$150.
- 44 Cobble, chestnut—\$5.
- 45 Repentance, brown—\$55.
- 46 Highland, Heather, sound and quiet. Suitable for hack and polo pony—\$65.
- 47 Glenlu, winner of Nil Desperandum. Sound and quiet—\$60.
- 48 Astoria, bay China pony. Confidential hack, up to weight, believed sound—\$75.
- 49 As Usual, brown China pony. Trained polo pony, very quiet hack, believed sound—\$50.
- 50 Kirkman, brown pony, 13.2—\$120.
- 51 Kirkpatrick, grey pony, 13.2—\$100.
- 52 Kirkpatrick, black pony, 13.0, 3rd in Wong-sei-chong Stakes—\$80.
- 53 Kirkpatrick, black pony, 12.3, 3rd in Valley Stakes—\$105.
- 54 Kirkdale, dun pony, 13.0. Griffin—\$80.
- 55 Kirkland, grey pony, 13.2. Sub. griffin not raced—\$100.
- 56 Kirkoswald, white pony, 13.1. Sub. griffin not raced—\$160.
- 57 Kirkmanhoe, grey pony, 13.0, 2nd in Professional Cup—\$180.
- 58 Kirkpatrick, grey pony, 12.3, 3rd in Hongkong Griffins, 3rd in Tientsin Stakes—\$150.
- 59 Nigel, chestnut pony, 12.3—\$70.
- 60 Wensley, grey pony, 13.0—\$90.
- 61 Forfar, winner of Hongkong Griffins Stakes—\$100.
- 62 Kirkpatrick, grey pony, 13.2. Sub. griffin not raced—\$100.
- 63 Laird, white pony, 13.1—\$75.
- 64 Haddington—\$50.
- 65 Split Milk, polo pony—\$10.
- 66 Yellow Stone, polo pony—\$15.
- 67 Fleetfoot, chestnut, sub. griffin, Winner of German Cup and Hongkong Stakes, 3rd in Valley Stakes—\$150.
- 68 Dilliance, grey, sub. griffin, winner of Jockey Cup and 3rd in Racing Stakes—\$300.
- 69 Energy, grey, sub. griffin, very likely polo pony—\$150.
- 70 Finesse, bay China pony, 13.2—\$50.
- 71 Chicane, grey China pony, 13.1—\$10.
- 72 Highland Wait—\$75.
- 73 The Ditch—\$80.
- 74 White China pony, good hack and polo pony—\$10.
- 75 Mainstay, white pony, 13.1—\$70.
- 76 Chestnut pony, weight carrier—\$14—\$50.
- 77 Grey China pony, 13.1, suitable for polo pony—\$100.
- 78 Pat—\$50.
- 79 Ben Eton—\$75.
- 80 Dunn Pony—\$30.
- 81 Highland Bonelli—\$6.
- 82 Chestnut pony—\$15.
- 83 Relays—\$15.
- 84 James—\$15.
- 85 Quicksilver—\$50.
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- 277 Highland Bonelli—\$6.
- 278 Chestnut pony—\$15

Telegrams.

Reuters.

The United States.

London, 17th February.

New York reports that Mr. Morse, the organiser of the so-called "Morse Chain of Banks," the failures of which precipitated the recent panic, has been arrested on a charge of larceny, and bailed out for \$20,000.

Receivers have been appointed to The Mutual Reserve Life Insurance on the ground of insolvency.

It is stated that the liabilities are \$5,500,000, and the assets \$3,750,000.

Later.

The Austrian Railway Scheme. The Servian press protests against the Austrian railway project, and thanks the Russian, British, French, and Italian press, for their attitude towards it.

The Servian press attributes the Austrian design to dominate the whole of the Balkans, backed up by Germany, in order to weaken the Slavs in favour of Germans.

Reuter's agent in Berlin wires authoritatively that Germany regards the Austrian scheme like other railways, as promoting civilisation and as serving solely economic interests; they would similarly regard the Danube-Adriatic railway, which Russia is reported to be considering.

Diplomats in Berlin, however, opine that it would have been better if Austria had waited longer.

THE JAPANESE "SCOTCH" WHISKY CASE.

PERSEVERANCE REWARDED.

It would seem that at last the outcry has been raised in the foreign Press of Japan—extending to all parts of the world—has had the desired effect. The *Japan Gazette* learns on excellent authority that the Japanese Trade-mark Bureau has summarily cancelled the registration by Nishikawa Teiji, of Osaka, of a trade-mark containing Messrs. James Buchanan & Co., Ltd., registered trade-mark "Blue and White" and also containing the statement that the whisky bearing the fraudulent trade-mark "is specially selected for the House of Commons," which is false, besides other false statements. This Nishikawa Teiji impudently applied, for and actually obtained registration of this fraudulent trade-mark while the agent of Messrs. Buchanan & Co., Mr. O. T. Gillon, was proceeding against him in the Courts.

The cancellation of this fraudulent registration, adds our Yokohama contemporary, should be regarded as a cause of congratulation not only for Messrs. James Buchanan & Co., Limited, and their popular and energetic representative, Mr. O. T. Gillon, of Yokohama, nor for other foreign firms who have depended upon the sanctity of their trade-marks as a valuable asset in their Far Eastern business, but also for Japan, who thus shows renewed signs of appreciating an honest basis of trade. Of course this action is outside that of the law courts, though it is *per se* equally effective, and thus constitutes a decided "slap" at the short-sighted jurists concerned in these cases. The latest exposure of this case appeared in an article in the *London Economist*.

A "HODDOO" SHIP.

STORIES OF THE "HATASU."

"Hoodoo" ships are the dread of the sea-faring man, and the difficulty of the captain of the British steamer *Hatasu* of keeping together her crew while loading lumber at Bellingham for Calcutta, seems not to have been the culmination of her misfortunes, when a satisfied crew was eventually obtained at a higher rate of pay.

The *Hatasu* is now reported overdue. She has been out 41 days to Calcutta on January 16th and during that time has neither been sighted nor reported, which she should have been at least two or three times. Now that she is on the overdue list, her fate will be watched for, with closer interest than is generally attached to an overdue ship by reason of the name she has acquired as a hoodoo ship.

She had a list of misfortunes which would shake the nerve of the nerviest crew and cause them to desert the ship, *The World* (Vancouver), says.

The first officer, Capt. Dabner, had been landed at San Francisco owing to illness and died in hospital there, and Capt. Calder fell through an open hatch while the steamer was loading at Bellingham and was severely injured, being still confined to his berth on board the vessel when she sailed from here. While lying ill the captain received a cablegram informing him of the death of his wife. Two of the firemen were involved in a drunken brawl at Bellingham and were left behind to answer trial because of the death of a man with whom they had been fighting. Capt. Calder said it seemed as if a hoodoo was following his vessel.

THE WRATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 10th at 11.55 a.m.—The barometer has risen moderately over Japan, and fallen slightly in S. China.

The anticyclonic area still lies over the Yangtze Valley and pressure is relatively low over the S. part of the China Sea.

Strong monsoon may be expected in the Formosa Channel, and strong N.E. winds to gales over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, one inch.

FORECAST.

Hongkong and neighbourhood, N.W. N.E. winds, fresh fine.

Formosa Channel, N.E. winds, strong.

Sea between Hongkong and Macao, N.W. winds, fresh.

GERMAN SHIPPING COMBINE.

178 VAST PROPORTIONS.

An agreement was concluded January 10th, between the Norddeutscher Lloyd and the Nippon Yusen Kaisha, whereby the Japanese Company withdraws from the further Indian shipping trade, and leaves this service exclusively to the Norddeutscher Lloyd, on conditions which, it is declared, may be regarded as being in every way satisfactory to both parties. This puts an end to the competition which for the past eighteen months has greatly depressed freight and passenger rates for the further Indian service, viz., that to the five ports of Singapore, Hongkong, Swatow, and Foochow.

The working agreement arrived at between the Hamburg-American and Norddeutscher-Lloyd Companies is an event of momentous importance to British shipping. It is true that for the present there is to be no absolute identity of interests between these two great enterprises. Each will maintain its separate organisation and its financial unity. But that eventually they will form a single undertaking of vast proportions admits of little doubt. It is sufficient, however, to deal with facts as they stand, and to note that the two largest steamship companies in the world have joined forces for the next four years at any rate. The extent of this large combination of the cream of German steam-shipping is best expressed in figure:

OCEAN STEAMERS.	TONS.
Hamburg-American Company	167,915,519
Norddeutscher-Lloyd Company	145,730,911

321,653,430

In addition, there is a large amount of tonnage under construction. When it is remembered that the greatest consolidation of shipping interests heretofore existing in the North Atlantic Combine began operations with less than a million tons, the inordinate strength of the German Combine becomes obvious. But Mr. Pierpoint Morgan's Combine, while it introduced the principle of "merger," which the German agreement does not, was international. It is known as the International Mercantile Marine. The majority of its steamships have a British register, and must continue to have it. The rest are under the American flag, the arrangement of the German company being of quite a special character. Moreover, the operations of the Combine ships are mainly restricted to the North Atlantic. The outstanding feature of the German agreement is that the enormous tonnage which it covers is all under the American flag, and that its operations, both in regard to passenger and cargo business, extend to practically every quarter of the globe. This is the Combine which British shipping is now called upon to face.

WORLD-WIDE OPERATIONS.

It is the fault of the virtue of British steamship lines that they have confined their energies to particular trades. The aim of the Hamburg-American and Norddeutscher-Lloyd companies is to conquer the whole globe. You can hardly find a country on the map, with the exception, perhaps, of India and the Cape, with which one or other of the companies, and possibly both, has not regular steamship communication. The Hamburg-American Company boasts that it maintains no fewer than fifty-six separate steamship services. Those of the Norddeutscher-Lloyd are scarcely less numerous. Each has quietly but effectively secured interests in other German or foreign owned lines, until it is difficult to say where the influence of the Hamburg and the Bremen enterprises respectively begins or ends. Perhaps as good a way as any of hinting at what is the share of these two great companies in the world's trade is to give the following figures. They are for the year 1906:

Passengers, Mileage.
Hamburg-American Co.... 431,935 7,437,000
Norddeutscher-Lloyd Co.... 491,383 6,003,938
13,338 13,432,938

The various cargo services of the two companies are, of course, included in the mileage. The figures show that the Hamburg-American Company's voyages in a single year are equal to 344 times the circumference of the globe, and those of the Norddeutscher-Lloyd to 275. No British steamship line can pretend to cover any such distances.

Most people have pictured these two German companies as working amicably together in the interests of German trade. In reality there has always been great jealousy between the Hamburg and the Bremen enterprises. That this has had had a vastly stimulating effect upon the energies of each of them cannot be doubted, but it has led in not a few cases to unprofitable competition, if not to scarcely disguised warfare. It follows, therefore, that future co-operation will not only be all the better for the shareholders, and probably for German trade, but that, instead of having to meet opponents divided against themselves, British shipping will have to encounter rivals who will have but a single policy—the supremacy of the German mercantile marine. This leads to an inquiry as to why it is that these two German companies are now found ready to bury the hatchet. Among other reasons, the following take important place:

1. The appearance of the Lusitania, and the Mauretania on the North Atlantic, and the refusal of the Cunard Company to agree with the other lines as to the conditions under which those vessels shall work.

2. The establishment by the White Star Line of an express service to New York from Southampton and Cherbourg, which is regarded as an infringement of the spirit, although not of the letter, of the agreement between the North Atlantic Combine and the German companies.

3. The desirability of avoiding unnecessary competition with "Ambar" American company and Norddeutscher-Lloyd, interests, and of an understanding with reference to extensions of steamship services of the future.

4. REMOVAL OF FRICTION.

Each one of these three reasons is weighty, and might be sufficient to have

led to the removal of friction.

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and might be sufficient to have

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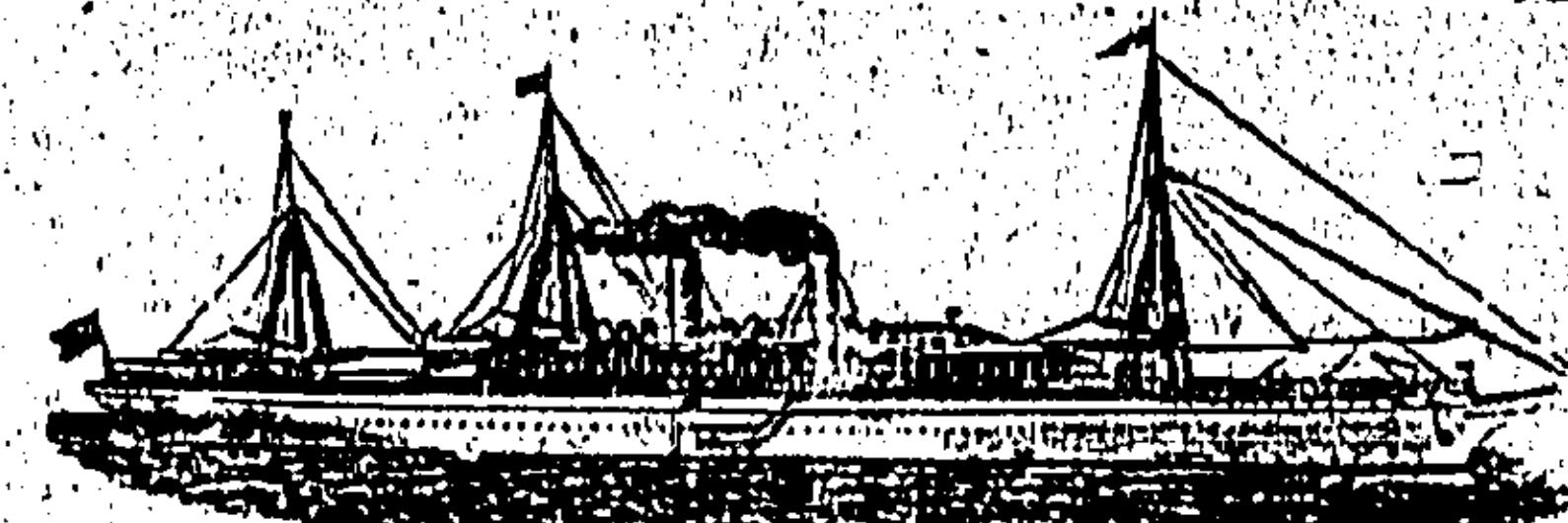
Each one of these three reasons is weighty,

and might be sufficient to have

led to the removal of friction.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS:

(Subject to Alteration).

R.M.S.	To	Leave HONGKONG	Arrive VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, Mar. 12th	Mar. 30th
"LEONNOX"	3,700	WEDNESDAY, Mar. 25th	April 2nd
"EMPEROR OF INDIA"	6,000	THURSDAY, April 9th	April 27th
"MONTEAGLE"	6,163	WEDNESDAY, April 22nd	May 10th
"EMPEROR OF JAPAN"	6,000	THURSDAY, May 7th	May 25th
"GLENFARG"	3,700	WEDNESDAY, May 20th	June 18th
S.S. "LEONNOX" and "GLENFARG"	4,000	WEDNESDAY, May 20th	June 18th
"EMPEROR" steamships	depart from Hongkong at 4 P.M.	"S. MONTEAGLE,"	
"LEONNOX" and "GLENFARG"	at 12 Noon.		

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days; from YOKOHAMA, and 20½ days from HONGKONG. Hongkong to London, 1st Class, \$100. via St. Lawrence River Lines or New York £71.10.

Steamers, and 1st Class on Railways, \$140. via New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDICK, General Traffic Agent for China, Hongkong, 18th February, 1908. Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	CHOYSANG†	THURSDAY, 20th Feb., Noon.
SGAPORE, PENANG & CALCUTTA	NAMSANG*	THURSDAY, 20th Feb., 3 P.M.
MANILA	YUNSAMG*	SATURDAY, 22nd Feb., 3 P.M.
SHANGHAI	KWONGSAMG	TUESDAY, 25th Feb., Noon.
SGAPORE, PENANG & CALCUTTA	LAISANG*	THURSDAY, 27th Feb., 3 P.M.
MANILA	LOOVSANG*	FRIDAY, 28th Feb., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSAMG†	FRIDAY, 13th Mar., 4 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passages will be issued for our Sailings to Manila of the 21st and 28th instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Hail Tax.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin via Ching-Wan-Tau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 19th February, 1908.

[10]

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL.

NINGPO & SHANGHAI	"KANCHOW"	21st Feb., 4 P.M.
MANILA	"TEAN"	25th "
SHANGHAI	"YUNNAN"	25th "
CHINKIANG	"CHINKIANG"	25th "
CEBU & ILOILO	"KAIFONG"	25th "
MANILA	"TAMING"	3rd Mar., "
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	9th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th February, 1908.

[13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd Feb., 1908.
KUHI	2540	Almond	"	SATURDAY, 29th Feb., 1908.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th February, 1908.

[11]

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL will be held in MANILA under Government auspices commencing on the 27th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on Tuesday morning, and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 5th March. She will reach Hongkong again at daylight on Saturday, the 5th March.

We have arranged a special fare for this round trip of \$50 and Passengers should they so desire may make arrangements to remain on board during steamer's stay in Manila.

We further, particulars apply to the Undersigned.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 19th January, 1908.

[10]

Shipping—Steamers.

HONGKONG-NEW YORK.



AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS and SUZ CANAL.

(With Liberty to Call at the Malabar Coast)

Steamship

To sail

"SAINT PATRICK"..... About the 16th March, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th January, 1908.

THE KING'S DIAMOND.

A FAIRY STORY FROM THE HAGUE CONTRADICTED.

Scotland Yard and the Agent-General for the Transvaal must have read with some amusement the circumstantial report, on the authority of the Hague correspondent of a morning paper, of the arrival at Amsterdam of the Collina diamond, the Transvaal's gift to the King.

According to this report the diamond arrived as an unregistered parcel, a bank official, accompanied by two "detectives" ostentatiously carrying a decoy parcel "to avoid attention from the eventual destination of the real article."

All very pretty, but purely fictional. As a matter of fact, the Collina diamond has rested at Scotland Yard since the King's birthday on November 9, and rests there still, in a safe that is guarded night and day by the most trusted detectives, and bears the seal of the Transvaal Colony. So far, as is known there is no immediate intention of removing it, for the arrangements for the diamond to be cut are by no means yet complete.

No wonder, under these circumstances, that the veracious Hague correspondent added to his telegram the statement that "the secret as to which factory has been entrusted with the cutting of the stone has been carefully guarded."

SECRETS OF FRENCH DIAMOND MAKER.

MANUFACTURING PROCESS EXPLAINED.

Paris, January 14.

It is stated to-night that M. Poitevin considers it indispensable that the envelope alleged to contain the Lemoine formula, for the manufacture of diamonds, should be handed over to the French authorities. The magistrate appears to have no doubt as to the legality of this measure.

With respect to the charred sugar which, as I informed you last night, is supposed by certain people to be Lemoine's famous formula, the explanation is this: In order to experiment on carbon and its different varieties, of which the diamond is the purest, it must already be as fine as possible as it is entering into the high temperature electric furnace. Sugar being composed of carbon, hydrogen, and oxygen, the desirable purity is obtained by the carbonisation of sugar.

The question at issue is: Did Lemoine use trickery in the course of his experiments? It appears certain that he deposited in the furnace a crucible containing only chemical products. According to the testimony of persons who were present at the experiment, Lemoine must be endowed with marvellous sleight-of-hand if there was any substitution of crucibles.

But the magistrates who are inquiring into these cases are inclined to think that the furnace might have been fitted with a mechanical arrangement by which one crucible, containing chemical products only, and no diamond, was automatically replaced by another crucible containing a fusible material and real diamonds.

Under the action of intense heat the fusible matter liquified, and when the crucible was taken out of the furnace and allowed to cool down it was found enveloping the diamond, just as the earth of the mine enveloped the diamond encrusted in it.

On the supposition that Lemoine is guilty of trickery this latter explanation appears plausible, but certain magistrates argue that immediately after his arrest Lemoine caused his electric furnaces in the Rue de Courbe to be broken up. Already some years ago Lemoine claimed to be able to manufacture diamonds which proved to be powder of burnt, which is used for cutting diamonds and for diamonds as applied to industrial purposes. Lemoine appears only to have confided his discovery to people in France, telling them that he had made his experiments in a laboratory in London.

Here again the question arises: Was this diamond powder manufactured by Lemoine or did he procure it from the Cape for the purpose of showing it in London and Paris?

It was after his failure to make money by his process of diamond powder that Lemoine attempted to make money out of bill posting. He prevailed upon a publicity agent to advance him considerable sums on the strength of certain influence which he professed to be able to employ for procuring early notice of possible hoardings. But Lemoine signed false acceptances in the name of the agent, and for this he was sentenced to four years' imprisonment.

It was on his release that he took up with diamond invention, which once more led to his arrest towards the middle of last December. It will possibly appear strange that Lemoine should have been arrested on the sole complaint of Sir Julius Wernher. The Paris magistrates, however, hold that if the swindler is not proved, there is at least prima facie evidence to which must be added the fact of his already having been sentenced for swindling.

Lemoine's energetic protests of innocence and his declaration that he would not ask for his provisional release have undergone considerable change since Sir Julius Wernher demanded that the swindler should be sent back to prison.

Dr. M. H. GAUMAN, THE FRENCH MINISTER OF JUSTICE, has now given his opinion that the swindler should be sent back to prison.

AMERICAN SYSTEM OF DENTISTRY.

say, that he will be allowed out during the day, accompanied by detectives, in order to prepare his experiments; but he would have to return to prison at night.

The "Tempo" has had an interview (Report Reuter) with M. Normandine, who was one of the first partners of M. Lemoine.

M. Normandine is convinced that M. Lemoine can really manufacture diamonds, and that he will manufacture them in public if the examining magistrate authorises him to do so. M. Normandine refuses to believe that M. Lemoine resorted to any trickery.

M. Normandine adds that the Englishmen did not require any details as to his past. They watched his experiments and believed in them.—Reuter.

TO LET.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

HOUSE No. 11, Seymour Road, newly-painted and colour-washed.

ONE FIVE-ROOMED BUNGALOW "The Neck" No. 84, Mount Gough, Peak, Garden and Tennis. (From 1st April next).

For Sale.
OPEN CYCLE RACE.

FIRST PRIZE: New Humber Bicycle.

SECOND PRIZE: Pair Dunlop Tyres.

THIRD PRIZE: Pair of Inner Tubes, one Bell and one Lamp.

ALL PRIZES PRESENTED

BY

THE DRAGON CYCLE COMPANY.

The Scratch Road-race for the above prizes will take place on CHINESE NEW YEAR DAY over a course to be announced later.

ENTRANCE FEE \$3.

ENTRIES CLOSE ON JANUARY 31, WITH

THE DRAGON CYCLE CO.,
11, D'AGUILAR STREET.

Hongkong, 16th January, 1908.

144

Lee Yee

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Wongkong, 1st September, 1907.

COMMERCIAL

TO-DAY'S EXCHANGE

Selling.

London—Bank T.T. 1/10 13/16

Do. demand 1/10

Do. 4 months' sight 1/11

France—Bank T.T. 3/59

America—Bank T.T. 4/61

Germany—Bank T.T. 1/9

India T.T. 14/37

Do. demand 14/37

Shanghai—Bank T.T. 74

Singapore—Bank T.T. 21/4 X prem.

Japan—Bank T.T. 93

Java—Bank T.T. 17/2

Buying.

4 months' sight L/C. 1/11 5/16

6 months' sight L/C. 1/11

30 days' sight San Francisco & New York. 4/8

4 months' sight do. 4/8

30 days' sight Sydney and Melbourne. 11/9/16

4 months' sight France. 4/6

6 months' sight 2/48

4 months' sight Germany. 1/21

Bar Silver 26/16

Bank of England rate 4/7

Sovereign 10/45

Arrivals.

Vungan, Br. s.s., 1,204, W. O. Jones, 18th Feb., Wuhi and Chinkiang 14th Feb., Gen.—B. & S.

Lockau, Ger. s.s., 1,020, W. Taubert, 18th Feb., Anghien 10th Feb., Rice—B. & S.

Marié, Ger. s.s., 1,169, P. E. Christianus, 18th Feb., Saigon 13th Feb., Rice and Rice—C. C. S. Co.

Boplaws, Br. s.s., 2,520, H. W. See, 18th Feb., London via Singapore 11th Feb., Gen.—G. L. & Co.

Draer, Nov. s.s., 1,102, J. Bing, 18th Feb., Bangkok 10th Feb., Rice—N. Y. K.

Yuenssang, Br. s.s., 1,228, F. Rolfe, 18th Feb., Manila 15th Feb., Sugar and Hemp—J. M. & Co.

Johanne, Ger. s.s., 972, V. I. Island, 18th Feb., Saigon 13th Feb., Rice—J. & Co.

Chaklang, Br. s.s., 1,220, F. Robertson, 19th Feb., Wuhi 10th Feb., Rice—B. & S.

Hajian, Br. s.s., 1,083, J. S. Roach, 10th Feb., Fochow 10th Feb., Amoy 17th, and Swatow 18th, Gen.—D. L. & Co.

Fochow, Br. s.s., 1,432, T. Arthur, 19th Feb., Canton 18th Feb., Gen.—M. & Co.

Chong Shing, Br. s.s., 1,432, F. Wheeler, 19th Feb., Canton 18th Feb., Gen.—J. M. & Co.

Choyking, Br. s.s., 1,424, Sandusky, 10th Feb., Canton 18th Feb., Gen.—M. & Co.

John Marr, Jap. s.s., 72, H. S. Smith 10th Feb., Saigon 13th Feb., Gen.—G. S. K.

Arrivals at Hongkong 10th Feb., Gen.—G. S. K.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOCIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	125,000	\$125	\$125	{ £1,500,000 £13,500,000 £20,000,000	£2,000,357	Final of £2 on old and £1.10/- on new shares for 4-year ending 31.12.07	5% [London £77.10/-]	\$70 ex div. 2. [London £77.10/-]
National Bank of China, Limited	99,925	£7	£6	{ £1,735 £300,000	£71,203	£2 (London 3/8) for 1907	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£150	£50	{ £1,100,000 £10,000 £18,000	none	£20 for 1906	81%	\$241
North China Insurance Company, Limited	10,000	£15	£5	{ £1,100,000 £18,000	Tls. 204,424	Final of 7/6 per share making in all, 15/- for 1906—Tls. 2.65.....	6%	Tls. 85 sellers
Union Insurance Society of Canton, Limited	12,400	£250	£100	{ £1,250,000 £125,000 £18,000	£1,466,400	Final of £2 making £42 for 1905 and Interim of £31 for 1906.....	5%	\$850
Yangtze Insurance Association, Limited	8,000	£100	£60	{ £1,000,000 £150,000 £18,000	£394,520	£12 for year ending 31.12.05.....	...	£150 buyers \$140 buyers
Do. (new)	4,000	£100	£60	{ £1,000,000 £18,000	£362,980	£6 and bonus £2 for 1905.....	81%	\$98
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	£100	£20	{ £1,000,000 £18,000	£435,236	£40 for 1905	12%	\$335 sales
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ £1,000,000 £18,000	Nil.	£1 for 1906.....	7%	\$14
SIPPING.								
China and Manila Steamship Company, Limited	30,000	£25	£24	{ £1,000,000 £250,000	£365	£1 for 1906.....	10%	\$40
Douglas Steamship Company, Limited	20,000	£50	£50	{ £1,000,000 £250,000	£340	£4 for year ending 30.4.1907.....	...	...
Hongkong, Canton & Macao Steamboat Co., Ltd.	90,000	£15	£15	{ £1,000,000 £250,000	£27,101	£1 for 1st half-year ending 30.6.07.....	68%	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) do. (Deferred)	60,000	£5	£5	{ £60,000 £270,000	£3,694	5/- for 1906 @ ex 2/2—£2.24 per share.....	33%	£40 \$28
Shanghai Tag and Lighter Company, Limited	200,000	Tls. 30	Tls. 30	{ Tls. 45,372 £400,000	Tls. 13,327	Interim of Tls. 1/4 for account 1907.....	12%	Tls. 46
"Shell" Transport and Trading Company, Limited	100,000	£7	£2	{ £4,871 £10,000	172,370	Interim of 1/- (Coupon No. 8) for a/c 1907.....	11%	Tls. 50
"Star" Ferry Company, Limited	10,000	£10	£5	{ £32,957 £10,000	£137	£1 for year ending 30.4.1907.....	4%	£25 buyers \$125 buyers
Taku Tag and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	{ £10,000 Tls. 30,000	18,730	Final of Tls. 2 making Tls. 6 for 1906.....	121%	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	£100	£100	{ £450,000	£9,218	£8 for year ending 31.12.06.....	78%	\$112 sales
Luxon Sugar Refining Company, Limited	7,000	£100	£100	none	...	...	...	\$15 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,935	£1 for 1907.....	5%	Tls. 80
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 £84,398	£11,556	Final of 1/6 (No. 9) for 1907.....	78%	Tls. 151 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £18,100 £4,873	£11,358	No. 12 of 1/2—48 cents.....	...	£84
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £64,124	£10,335	£1.75 for year ending 31.12.06.....	112%	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd. do. (new)	10,000	£10	£10	{ £1,000 £13,152 £30,000	£3,047	Interim of £2 for six months ending June 30th 1907.....	61%	£56 old \$54 new
Hongkong and Whampoa Dock Company, Ltd.	90,000	£50	£50	{ £100,000 £30,000	£491,580	£4 for 1st half-year ending June 30th, 1907.....	81%	£98
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,100	£16,10,459	Interim of Tls. 1/4 for six months ending 31st October, 1907.....	7%	Tls. 85
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 10,000 Tls. 100,100 Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907.....	81%	Tls. 213 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 £30,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07.....	6%	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	£25	£25	{ £1,000 £18,908	£2 for year ending 30.6.07.....	112%	£200 buyers \$14 sales	
Central Stores, Limited	50,123	£15	£15	{ £1,000 £19,178	£1,80 for 1906.....	13%	...	
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £100,000 £16,075	£10,925	...	£104	
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £20,000 £16,015	£16,015	£100 buyers	...	
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	{ £17,425 £50,000	£4,021	£102 sales	...	
Kowloon Land and Building Company, Limited	4,000	£50	£30	none	£1,089	£30 buyers	...	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 86,493 Tls. 170,000 none	Tls. 6,1978	Initiation of Tls. 5 for account 1907.....	7%	Tls. 108 sales
West Point Building Company, Limited	2,500	£50	£50	{ Tls. 50 none	£1,541	Final of £2.10 making in all £4.10 for year ending 31.12.07.....	81%	£48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,276 £60,000	£8,807	Tls. 21 for year ended 31.10.1907.....	41%	Tls. 58 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 none	£14,269	50 cents for year ending 31.7.07.....	5%	\$10
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. Soy Chee Cotton Spinning Company, Limited	8,000	Tls. 100	Tls. 100	{ Tls. 85,519 Tls. 31,469 £10,566	...	Tls. 6 for year ended 30.9.06 (8%).....	...	Tls. 55
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 none	£638	1/3 per share for 1906.....	9%	£78
China-Borneo Company, Limited	50,000	£12	£12	Nil.	£1 for 1904.....	...	...	£100 sales \$12 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ £1,000 Tls. 889	Final of Tls. 5 making Tls. 10 for 1905.....	...	...	...
China Light and Power Company, Limited Do. Do special shares	50,000	£10	£10	{ £25,000 £1,593	60 cents for year ended 28.2.06.....	9%	£6 sellers	
China Provident Loan & Mortgage Company, Ltd.	25,000	£10	£10	{ £4,000 none	80 cents for 1907.....	9%	£82 buyers	
Dairy Farm Company, Limited	25,000	£7	£6	{ £2,974 none	£1.30 for year ending 31.7.07.....	71%	£17	
Green Island Cement Company, Limited	400,000	£10	£10	{ £1,000 £1,804	Interim of 50 cents per share for a/c 1907.....	81%	£114	
Hall & Holt, Limited	23,000	£20	£20	{ £15,002 £2,953	£1 for year ending 28.2.07.....	112%	£21 buyers	
Hongkong Electric Company, Limited	60,000	£10	£10	{ £1,000 £4,361	£1 per share for year ending 28.2.07.....	61%	£15	
Hongkong Ice Company, Limited	5,000	£25	£25	{ £105,000 £4,212	£105 for 1-year ending June 30th '07.....	91%	£240	
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	{ £65,000 £17,127	£105 for 1-year ending June 30th '07.....	8%	£25	
Maatschappij tot Mijn., Bosch en. Landbouwexploitatie in Langkat, Limited	25,000	Ge. 100	Ge. 100	{ £1,547,500 Tls. 27,001	£1,547,500	Final of Tls. 7/1 and bonus of Tls. 21 making in all Tls. 328 for 1907.....	8%	Tls. 420 buyers
Peak Tramways Company, Limited	25,000	£10	£10	Dr. P. 34,324	None	£1 per share for period from 19th Oct. to 30th Apr. '07.....	...	£13
Philippine Company, Limited	67,500	£10	£10	Tls. 7,990	...	...	...	£12
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 8,751	Interim of Tls. 31 for account 1907.....	71%	...	
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 3,354	Tls. 4 for 1905.....	...	...	Tls. 45 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 24,820				